

**BY ORDER OF THE COMMANDER
SPANGDAHLEM AIR BASE (USAFE)**

**SPANGDAHLEM AIR BASE INSTRUCTION
91-202**



2 SEPTEMBER 2015

Safety

**52ND FIGHTER MID AIR COLLISION
AVOIDANCE (MACA) PLAN**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements Air Force Policy Directive (AFPD) 91-2, *Safety Programs*, and provides guidance for the participation and execution of the Midair Collision Avoidance (MACA) Program as mandated by Air Force Instruction (AFI) 91-202, *The US Air Force Mishap Prevention Program*. This operating instruction applies to the 52 Fighter Wing Safety office (52 FW/SEF), 52 Operations Group (52 OG), 52 OG Standardization Evaluation office (52 OG/OGV), 52 Operational Support Squadron (52 OSS), 52 OSS Airfield Operations office (52 OSS/OSA), Assigned Fighter Squadrons (FS), 606 Air Control Squadron (606 ACS), and 726 Air Mobility Squadron (726 AMS) which are responsible for developing and implementing procedures that will minimize midair collisions. The 52 Fighter Wing Flight Safety office (52 FW/SEF) has the overall responsibility for monitoring and coordinating the 52 FW MACA Program. Headquarters United States Air Forces Europe Flight Safety office (USAFE/SEF) is the Major Command (MAJCOM) Office of Primary Responsibility (OPR) for the MACA program. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with the Air Force Records Disposition Schedule (RDS) located at . Refer recommended changes and questions about this publications to the Office of Primary Responsibility (OPR) using the AF 847, *Recommendation for Change of Publication*; route AF 847s from the field through the appropriate functional chain of command.

SUMMARY OF CHANGES

This document has been substantially rewritten to conform to new format guidelines.

1. Policy.

1.1. The potential exists for midair collisions with every sortie launched or recovered at Spangdahlem Air Base (SAB). This instruction is developed IAW AFI 91-202 and the USAFE Supplement to identify and examine potential midair collision problems in the local area and when possible, correct or reduce them.

1.2. A MACA Working Group will be established to evaluate the midair collision threat.

1.2.1. MACA Working Group membership will include:

1.2.1.1. 52 FW/SEF Flight Safety Officer (FSO), (chairperson).

1.2.1.2. 52 OSS/OSA Airfield Operations Flight Commander (AOF CC), (Air Traffic Control (ATC) Liaison Officer).

1.2.1.3. 52 OSS/OSAM Airfield Manager (AFM).

1.2.1.4. 52 OG/OGV Standardization Evaluation Liaison officer (SELO).

1.2.1.5. A representative from the FS.

1.2.1.6. A representative from the 606 ACS.

1.2.1.7. A representative from the 726 AMS.

1.2.2. The MACA Working Group will be a subcommittee of the Airfield Operations Board (AOB) at the discretion of the 52 OG Commander (52 OG/CC).

1.2.2.1. The MACA Working Group will meet a minimum of twice a year; MACA issues will remain an open item on the quarterly AOB agenda. The following issues will be reviewed:

1.2.2.1.1. Possible conflicts in local Visual Flight Rules (VFR) flying areas and routes. Recommended changes will be discussed and a recommendation made for the 52 OG/CC.

1.2.2.1.2. Arrival and departure routes will be reviewed for conflicts.

1.2.3. The MACA Working Group will report its activities to the 52 FW/SE Chief of Safety, 52 OG/CC, and to the quarterly AOB.

1.2.4. The 52 FW FSO maintains records of MACA activities and briefs them at the quarterly Flight Safety meetings.

2. Responsibilities.

2.1. The FSO will:

2.1.1. Act as chairman of the 52 FW MACA working group.

2.1.2. Ensure all received MACA information is forwarded to the appropriate agencies.

2.1.3. Investigate all incidents involving alleged near misses between 52 FW and other aircraft IAW AFI 91-204, *Safety Investigations and Reports*.

2.1.3.1. The wing FSO will designate a squadron FSO as the investigating official, when needed.

2.1.4. Ensure newly assigned pilots are briefed during theater indoctrination (“Saber School”) on the midair collision potential in Europe and techniques to reduce it.

2.1.5. When needed, visit local airports and discuss reduction of midair collision potential.

2.1.6. Serve as coordinator with other local bases on matters of midair collision avoidance.

2.1.7. Provide all USAFE installations, local North Atlantic Treaty Organization flying installations, local airports, and local flying clubs with a handbook outlining the MACA program.

2.1.7.1. This handbook (in English and German) will have area maps which depict radar, instrument and visual recovery/departure routes, glider ports, civil fields and general technical information on aircraft assigned to SAB.

2.2. The 52 OG/CC will:

2.2.1. Provide an aircrew member from 52 OG/OGV to serve on the MACA Working Group.

2.2.2. Make certain the Supervisor of Flying (SOF) ensures aircrew are notified by any means available of increased civil flying activity in the vicinity of the Spangdahlem.

2.2.3. Ensure all midair collision avoidance material received from 52 FW/SEF is disseminated to all OG squadrons.

2.3. The Fighter Squadron Directors of Operation will:

2.3.1. Ensure all midair collision avoidance material received from 52 FW/SEF is disseminated to all pilots.

2.3.2. Ensure AF Forms 651, *Hazardous Air Traffic Report (HATR)*, are available in flight planning/dispatch areas and any form completed is immediately forwarded to Wing Safety.

2.3.3. Ensure pilots are aware of the following areas of potential conflict:

2.3.3.1. Airspace Notice To Airman (NOTAM) for intensive aircraft/parachuting activity.

2.3.3.2. Glider ports.

2.3.3.3. Active parachute areas.

2.3.3.4. Airfield control zones.

2.3.3.5. Known low level choke points.

2.3.3.6. Protection zones.

2.3.4. Ensure pilots brief midair collision avoidance considerations and techniques during flight briefings.

2.4. The AOF CC will:

2.4.1. Serve as a member of the MACA Working Group.

2.4.2. Ensure midair collision avoidance information is disseminated to appropriate controllers.

2.4.3. Assist 52 FW/SEF in the investigation of HATR or informal complaints involving ATC services.

2.4.4. Provide an experienced controller, when manning allows, to visit local airports and discuss MACA issues and ATC services available to civilian traffic.

2.4.5. Ensure that potential problem areas within the Eifel Traffic Management Area (TMA) or Spangdahlem airport traffic area is brought to the attention of the MACA Working Group.

2.4.6. Inform pilots of new developments in local ATC procedures and occurrences which affect pilots through various avenues such as Instrument Review Course briefings, SOF meetings, flying safety meetings, and pilot/controller liaison meetings.

2.5. The AFM will:

2.5.1. Be a member of the MACA Working Group.

2.5.2. Act as interface between base and local airport managers on MACA matters.

2.5.3. Ensure AF Forms 651 are available in flight planning/dispatch areas and any form completed is promptly forwarded to 52 FW/SEF.

2.5.4. Ensure transient pilots are aware of potential conflicts as outlined in paragraph 2.3.3.

2.6. The 606 ACS and 726 AMS will:

2.6.1. Provide a representative to be a member of the MACA working group.

2.6.2. Ensure that potential problem areas within the Eifel TMA or Spangdahlem airport traffic area are brought to the attention of the MACA Working Group.

2.6.3. Ensure midair collision avoidance information is disseminated to controllers and aircrew respectively.

2.6.4. Ensure AF Forms 651 are available in flight planning/dispatch areas and any form completed is promptly forwarded to 52 FW/SEF.

JOSEPH D. MCFALL, Colonel, USAF
Commander

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFI 91-202, *The US Air Force Mishap Prevention Program*, 5 August 2011

AFI 91-204, *Safety Investigations and Reports*, 12 September 2014, and USAFESUP, 29 October 2008

AFMAN 33-363, *Management of Records*, 1 March 2008, and USAFESUP, 25 November 2008

AFPD 91-2, *Safety Programs*, 24 September 2012

Prescribed Forms

None.

Adopted Forms

AF Form 651, *Hazardous Air Traffic Report (HATR)*

AF Form 847, *Recommendation for Change of Publication*

Abbreviations and Acronyms

ACS—Air Control Squadron

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFPD—Air Force Policy Directive

AFM—Airfield Manager

AMS—Air Mobility Squadron

AOB—Airfield Operations Board

AOF—Airfield Operations Flight

ATC—Air Traffic Control

CC—Commander

FS—Fighter Squadron

FSO—Flight Safety Office

FW—Fighter Wing

HATR—Hazardous Air Traffic Report

IAW—In Accordance With

MACA—Mid Air Collision Avoidance

MAJCOM—Major Command

NOTAM—Notice to Airman

OG—Operations Group
OGV—Standardization Evaluation office
OPR—Office of Primary Responsibility
OSA—Airfield Operations office
OSAM—Airfield Management office
OSS—Operational Support Squadron
RDS—Records Disposition Schedule
SE—Safety office
SEF—Flight Safety office
SELO—Standardization Evaluation Liaison Officer
USAFE—United States Air Forces Europe
SAB—Spangdahlem Air Base
SOF—Supervisor of Flying
TMA—Traffic Management Area
VFR—Visual Flight Rules